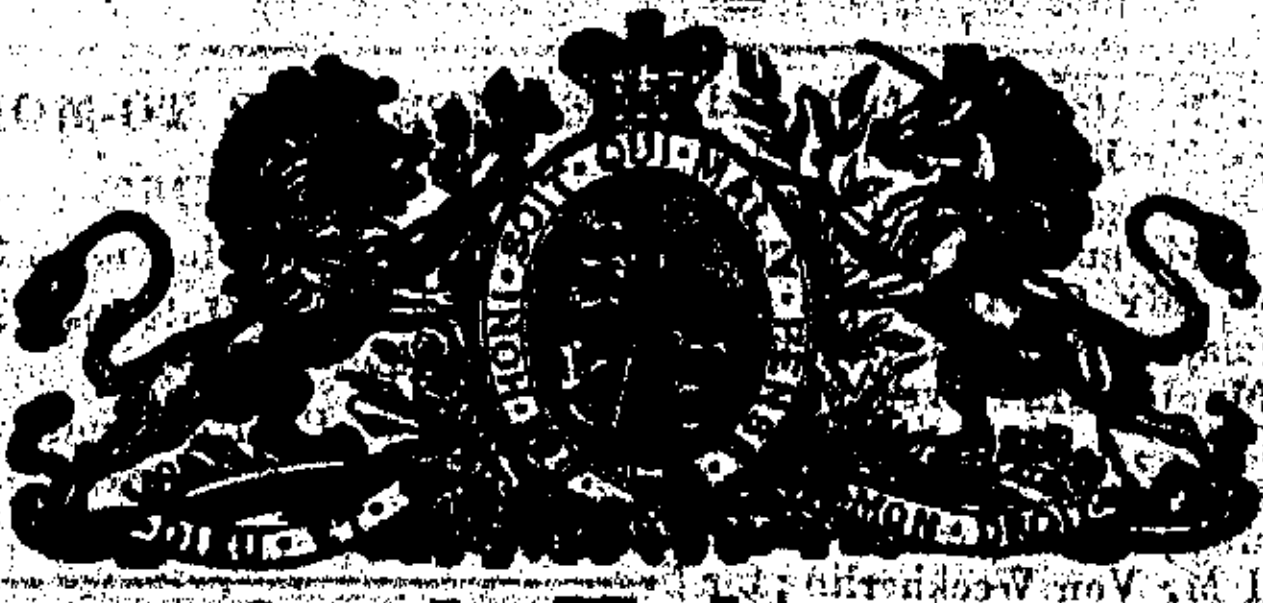


CHINA



MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIII. No. 4491. 號一廿月一十年七十七百八千一英 HONGKONG, WEDNESDAY, NOVEMBER 21, 1877.

日七十月十年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GORDON & GUTCH, Ladgate Street. B. C. BATES, HENDY & CO., 10, Old Jewry. E. C. SAMUEL DRAGON & CO., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSEN, 10, Rue Moutier, Paris.

NEW YORK.—ANDREW WIND, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GUTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAY & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYEE & CO., Square, Singapore. C. HEINZELN & CO., Malacca.

CHINA.—SWANSON, CAMPBELL & CO., Amoy. WILSON, NICHOLS & CO., Foochow. HEDDER & CO., Shanghai. LANE, CRAWFORD & CO., and KELLY & WALKER, Yokohama, LANE, CRAWFORD & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$5,000,000 Dollars.
Reserve Fund, \$500,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. HOPKINS, Esq.
Deputy Chairman.—F. D. SASSON, Esq.
E. R. BRIDGTON, Esq. WILKINSON (REYNOLDS), Esq.
W. J. FORBES, Esq. Ed. TOLIN, Esq.
Hon. W. KESWICK, Esq.
A. MOLYNEUX, Esq.

CHIEF MANAGER.

Hongkong.—THOMAS JACKSON, Esq.
Shanghai.—EWEN CAMERON, Esq.

LONDON BANKERS.—London and Country Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months,	2 per cent. per annum.
" 6 "	" 4 per cent. "
" 12 "	" 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drifts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, August 18, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £200,000.
RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG.

grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Intimations.

NOTICE.

LADIES or GENTLEMEN desirous of having their PIANOS TUNED or REPAIRED before the Coming Season, are requested to give their Orders at once, to prevent disappointment.

A. HAHN,

Pianoforte Warehouse, Praya East,
Hongkong, November 20, 1877. des

NOTICE.

THE OFFICE of the UNDERSIGNED has been REMOVED to No. 18, QUEEN'S ROAD CENTRAL.

MEYER & CO.

Hongkong, November 19, 1877. des

DENTAL NOTICE.

D. R. STOUT has RETURNED, and will be ready to receive Patients on MONDAY, the 24th instant, until further notice, at his Rooms, Ground Floor, HONGKONG UNIVERSITY, Office hours, 8 to 12 Noon and 2 to 4 p.m.

Hongkong, September 22, 1877.

DENTAL NOTICE.

D. R. ROGERS begs to inform his Patients and the Public that he intends to visit AMOY and FOOCHEW in September and October, leaving HONGKONG about the 15th of September.

Hongkong, August 9, 1877.

Intimations.

NOTICE.

G. FALCONER & Co.,
WATCH AND CHRONOMETER
MANUFACTURERS,
JEWELLERS,
NAUTICAL INSTRUMENTS, CHARTS
AND BOOKS.

46, Queen's Road Central,
Hongkong, August 20, 1877. des

W. HALL,

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' Sundries, TOILET
REQUISITES, PATENT MEDICINES
AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf,
Hongkong, July 13, 1876.

HUNYADI JÁNOS WATER.

THE BEST NATURAL APERIENT.

BARON LIEBIG affirms that "its richness in APERIENT SALTS surpasses that of all known WATERS."

WHOLESALE OR RETAIL OF
A. S. WATSON & Co.,
Hongkong, November 2, 1877. des

ST. ANDREW'S BALL.

TO be Held in the CITY HALL on
FRIDAY EVENING, the 30th November. Subscription Lists are to be seen at the HONGKONG CLUB, and with Messrs. MACBRYEN, FAIRCLER & Co., Messrs. GOSNELL & Co. and Messrs. LANE, CRAWFORD & Co.

The Lists will be Closed on the 26th instant.

Hongkong, November 8, 1877. des

NOTICE.

ARRANGEMENTS having been made for importing by subscription a Mob of Griffins for the ensuing Race Meeting, any person who has not seen the List, and in desirous of subscribing, is requested to address his application to

SUBSCRIPTION GRIFFIN,
HONGKONG CLUB.

The limit of laying down cost in Hongkong for each Pony is £100. The Ponies will be apportioned amongst the subscribers by lot on their arrival here, and in event of the full number as shipped, not being landed, the loss will be divided pro rata amongst all subscribers.

As may be seen by the Programme, the Stewards have allotted special closed races for these Ponies.

No applications can be received after the 30th instant.

Hongkong, November 17, 1877. des

THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.

By Order of the Directors,
LOUIS HAUSCHILD,
Secretary.

Hongkong, September 15, 1877. ap1

NOTICE.

WE hereby give notice to the Public that our Firm of FAI CHEONG & Co., Silk Merchants, has been carrying on Business at Canton for THIRTY YEARS, and has not Established any Branch Firm elsewhere. If others have assumed our SIGN of FAI CHEONG, Customers will spare themselves much disappointment, if they will only be careful to deal with none but the recognised Representatives of our Firm.

FAI CHEONG & Co.,
Silk Merchants,
Canton.

19th November, 1877. des

DEVOS'S BRILLIANT OIL.

RELIABLE,
ECONOMICAL,
SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOS'S BRILLIANT" are stencilled on the cases, and the words "DEVOS'S CO. PATENTS" are stamped on the top of the can.

THE DEVOS MANUFACTURING Co.,
80 Beaver and 127 Peel Streets,
NEW YORK, U.S.A.

[711]

Intimations.

NOTICE.

A. MILLAR & Co.,

PLUMBERS, AND GAS FITTERS,
Queen's Road East,
HONGKONG.

September 15, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

BY Order of the Court of Directors, I have To-day taken over charge of THIS BRANCH from Mr WILLIAM FORRESTER.

R. L. HARPER,
Manager.

Hongkong, November 18, 1877. des

Auctions.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Rooms, Praya, on

FRIDAY,

the 23rd instant, at Noon,—
An Invoice of MORTON'S OILMAN'S STORES, comprising: Jam, Jelly, Salad Oil, Tart Fruit, Vinegar, Salt, Cheese, Oatmeal, &c. &c.

Merino Drawers, Cotton Socks, Pen-knives, Scissors, Engravings, Cash Boxes, Key-rings, Spectacles, Toys, Kerosine Hanging and Table Lamps, Clocks, Bowling Pieces, &c.

3 Dinner Services, and 9 Colls Wire Sewing.

Hongkong, November 20, 1877. des

PUBLIC AUCTION.

VALUABLE LAND AND HOUSEHOLD PROPERTY, &c.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, (unless previously disposed of by Private Sale), on

MONDAY,

the 31st December, 1877, at Noon, at their Sale Room, Praya Central,—

The following PIECES or PARCELS of GROUND, with the Buildings erected thereon.

First.—All that Piece or Parcel of GROUND, situated in Victoria, Hongkong, and Registered in the Land Office as the remaining portion of INLAND LOT No. 41, abutting on the North side thereof on a Public Road, and Measuring thereon 133 feet, on the South side thereof on Section 4 of the aforesaid Inland Lot No. 41 and Measuring thereon 75 feet and 55 feet, on the East side thereof on a Public Road, and Measuring thereon 88 feet, and on the West side thereof on a Close Registered in the Land Office as INLAND LOT No. 201, and Measuring thereon 36 feet, which said Piece or Parcel of Ground contains in the whole about 8,000 square feet, of which the Annual Crown Rent is \$73.01,—together with the Messuages or Tenements standing thereon, at present leased by D. RUTTER, Esq.

Second.—All that Piece or Parcel of GROUND, situated in the Poko-fu-lum District of Hongkong, and Registered in the Land Office as FARM LOT No. 26, abutting on the North side thereof on a Close Registered in the Land Office as FARM Lots Nos. 18 and 25, and Measuring thereon 1,200 feet, on the South side thereof on Government Ground, and Measuring thereon 600 feet, on the East side thereof on a Water Course, and Measuring thereon 1,400 feet, and on the West side thereof on the Sea at high Water Mark, and Measuring thereon 700 feet, which said Piece or Parcel of Ground contains in the whole 224 Acres, of which the Annual Crown Rent is \$53.40.

And,

All that Piece or Parcel of GROUND, situated in the Poko-fu-lum District of Hongkong, and Registered in the Land Office as FARM LOT No. 30, abutting on the South side thereof on a Close Registered in the Land Office as FARM LOT No. 29, on the East side thereof on the road to Aberdeen, and on the North and West sides thereof on a Water Course, which said Piece or Parcel of Ground contains in the whole 34 Acres, of which the Annual Crown Rent is \$12; together with a quantity of Building Materials at present contained in and about the houses described as "Belmont" upon the aforesaid Lots.

TERMS of SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Deed or Deeds of Transfer, the expenses of which to be paid by the purchaser.

The Property to be at purchaser's risk on the fall of the hammer.

For further Particulars, apply to

LANE, CRAWFORD & Co.,
Hongkong, October 31, 1877. des

For Sale.

LAMBERT, ATKINSON & CO.

HAVE FOR SALE,
EX STEAMSHIPS
"YORKSHIRE," "MADAGASCAR,"
"CITY OF TOKYO," &c.

NEW SEASON'S (MAR) BUTTER.
The First Shipment of Busch & Co.'s Celebrated Cowbrand DANISH BUTTER.

In Tins of 1 lb. each, 60 Cents per lb.
In Tins of 2 lb. each, 55 Cents per lb.
In Tins of 4 lb. each, 50 Cents per lb.

Fresh supplies of Cheese & Blackwell's OILMAN'S STORES, and American Family MESS STORES,—As per their JULY Price List.

(All Stores sold by L. A. & Co. are of the Very Best Quality.)

Chappell & Co.'s New and Popular MUSIC and SONGS.

Very Superior California BLANKETS, 12/4 and 14/4.

California KNEE BOOTS.
Dawson's Best London-made GENTLE-MEN'S BOOTS.

HORSE BLANKETS.
Central and Pin-fire CARTRIDGE CASES.

Gun-Wads, PERCUSSION CAPS, BILLIARD TABLE CLOTHS, ROCKETS and BLUE LIGHTS.

HOT'S RUSSIAN ROPE and TARRER LINES.

FISHING LINES and WHITE LINES, of all descriptions.

INDIA RUBBER SHEETS, and Insertion of all Sizes.

INDIA RUBBER and CANVAS DE-LIVERY and SUCTION ROSE.

Cabin Suspension LAMPS, Cabin CANDLESTICKS, FENDERS and FIRE IRONS.

JAPANESE TOILET SETS, CARRIAGE LAMPS, and CARRIAGE CANDLES.

WATER FILTERS, Gosnell's Hair BRUSHES, TOOTH BRUSHES, and NAIL BRUSHES.

A Fine Assortment of Dr. La Rue's STATIONERY, BOOKS, NOVELS, WORKS OF REFERENCE, SCHOOL BOOKS.

Hongkong, September 15, 1877.

FOR SALE.

DANISH BEER,
TUBORG FABRIKKE,
\$7 per Case quarts,
\$9 per Case pints.

LANE, CRAWFORD & Co.,
Sole Agents.

Hongkong, November 7, 1877. des

FOR SALE.

LARGE TAKASIMA COAL,
EX GODOWN, AT \$8 PER TON.

Apply to
THS. G. GLOVER,
No. 7, Queen's Road Central, and East Point.

Hongkong, October 24, 1877. des

FOR SALE.

THE Desirable PROPERTY known as Lot No. 46, consisting of Commodious DWELLING HOUSE, OFFICES and SILK GODOWN.

For particulars, apply to
G. M. SMITH,
Canton.

October 15, 1877.

To Let.

TO LET.
NOS. 4 and 5, FUSILLI TERRACE, ELGIN STREET.

Apply to
LANE, CRAWFORD & Co.,
Hongkong, July 30, 1877.

AN OFFICE TO LET.
Apply to
LANDSTEIN & Co.,
Hongkong, September 13, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. KING, "Blissville," Poko-fu-lum, Furnished. Houses No. 3, Seymour Terrace, Nos. 9 and 11, Queen's Road Central, with spacious Godowns attached, at present occupied by Messrs BUTTERFIELD & SWIN.

DAVID BARSDON, SOHN & Co.,
Hongkong, October 18, 1877.

TO LET.

THE Dwelling House and Offices No. 1, D'Aguilar Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co.

Apply to
DOUGLAS LAPRAIK & Co.,
Hongkong, July 9, 1877.

Notices of Firms.

NOTICE.

I HAVE This Day admitted Mr WILLIAM LEGGE as a PARTNER in my Business, which, will henceforth be conducted under the Style of HUGHES & LEGGE.

W. KERFOOT HUGHES,
Hongkong, November 1, 1877. jal

NOTICE.

MR. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.

DOUGLAS LAPRAIK & Co.,
Hongkong, September 22, 1877.

NOTICE.

I HAVE This Day Established myself at this Port as a GENERAL COMMISSION AGENT.

J. V. VERNON SHAW,
Hongkong, November 1, 1877. my1

NOTICE.

I HAVE This Day Established myself at this Port as a MERCHANT and GENERAL COMMISSION AGENT.

W. SCHRIEVER,
Haiphong, November 9, 1877. des

NOTICE.

THE Business of SHARE and GENERAL BROKER, hitherto conducted in my name, will now be carried on under the Style of COHEN & HEATON, Mr. ALEXANDER MACGLASHAN HEATON having This Day become a PARTNER therein.

CHAS. C. COHEN,
Hongkong, November 1, 1877. jal

NOTICE.

FROM This Date Mr EDWARD SHEPPARD and Mr M. W. GREIG, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr F. F. ELWELL at Amoy.

RUSSELL & Co.,
China, June 1, 1877. des

NORTH CHINA INSURANCE COMPANY.

DURING the temporary Absence of the Undersigned, Mr W. H. PERCIVAL is authorized to Sign Policies and conduct the Business of this Branch.

J. KENNARD DAVIS,
Agent.

Hongkong, November 17, 1877. des

NOTICE.

THE Interest and Responsibility of Mr FRAMJEE HORMUSJEE in our Firm, has Ceased and Determined on and from the 6th November, 1877; and Mr HORMUSJEE, MESTRE, MEHTA, and Mr MURZUZHAW SORABH MEHTA, have been admitted Partners therein from that date.

FRAMJEE HORMUSJEE & Co.,
Hongkong, November 19, 1877. des

NOTICE.

MR. JAMES AYTON MANN is authorized to Sign our Firm by Procuration.

GEPP & Co.,
Canton, November 1, 1877. jal

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHEW.
The Steamship "ALMA,"
Capt. J. E. TUCKER, will be despatched for the above Ports on THURSDAY, the 22nd instant, at Daylight; instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
Hongkong, November 20, 1877. des

FOR AMOY.

The Steamship "ESMERALDA,"
Capt. THENAU, will be despatched for the above Port on SATURDAY, the 24th inst., at 8 p.m.

For Freight or Passage, apply to
J. Y. V. SHAW,
Agent.

Hongkong, November 20, 1877. des

FOR PORT DARWIN, COOKTOWN, AND SYDNEY.

The British Steamer "CHARLTON,"
Captain JOHNSON, will load here for the above Ports, and will have quick despatch.

For Freight or Passage, apply to
HOP KEE & Co.,
Hongkong, November 20, 1877.

Shipping.

Steamers.

The Eastern & Australian Mail Steam Co.'s Steamer "SOMERSET" will be despatched from SINGAPORE for BRISBANE, SYDNEY and ADELAIDE, (calling at the usual Australian Coast Ports), on the 10th December next.

For Freight or Passage, apply to the Undersigned, who are prepared to grant through Bills of Lading.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, November 19, 1877.

FOR SHANGHAI.

The Steamship "FERONIA,"
SCHULZ, Master, shortly expected, will have quick despatch as above.

For Freight or Passage, apply to
Wm. PUSTAU & Co.,
Agents.

Hongkong, November 19, 1877.

Sailing Vessels.

FOR DUNEDIN (N. Z.).

Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. *PEI-HO*.

NOTICE.

CONSIGNEES of Cargo per S. S. *Exphrate*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's GODOWNS, whence delivery may be obtained immediately after landing.

Goods remaining unclaimed after THURSDAY, the 22nd Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUY, Agent.

Hongkong, November 15, 1877. no22

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. *THIBET* AND *OATHAY*.

CONSIGNEES of Cargo by the above-named Vessels, from London, Bombay and Intermediate Ports, and in connection with the Steamer *HYDASPES* from Calcutta, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns, whence delivery may be obtained from this date.

Goods not delivered by the 25th Instant will be subject to rent.

ADAM LIND, Superintendent.

Hongkong, November 15, 1877. no24

PACIFIC MAIL S. S. COMPANY.

CONSIGNEES per Company's Steamer *CHINA*, from San Francisco and Yokohama, are hereby informed that their Cargo is being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

RUSSELL & Co., Agents.

Hongkong, November 17, 1877.

Intimations.

AFONG,

by appointment, to

H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG;

and to

H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ADELPHI CLUB,

HAS on hand the Largest and Best collection of Views of China, Photographs Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. *Tyde*, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, nice Albums for Cabinet Portraits only, Portraits of the Generals of the present Russo-Turkish War, eminent British Statesmen, the two Chinese Ambassadors, in Cabinet and Carte de Visite sizes. Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour.

ALPHINGTON, British barque, Captain G. Cunningham—Wieler & Co.

CILVERUM, British ship, Captain E. Shrewsbury—Wieler & Co.

COLORADO, American ship, Captain Ingraham—Russell & Co.

KATE CARRIE, British barque, Captain James Wilson—Melchers & Co.

BROOMFIELD, British ship, Captain H. Bates—Russell & Co.

JACOB, Dutch brig, Captain Dirksen—Stimson & Co.

CHARACTER OAK, American ship, Captain Staples—Jardine, Matheson & Co.

KORMOSA, German 3-m. schooner, Capt. Schwaerz—Melchers & Co.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EVELL, Ph.D. Tubingen.

Price: Two Dollars and a Half.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

To-day's Advertisements.

JUVENILE CHORAL SOCIETY.

REPERITON CONCERT AT THE TEMPERANCE HALL, November 24th, 1877.

PROGRAMME:

Part I.

Tri-o and Chorus, "LORDLY GALLANTS."

Ballad and Chorus, "ROBERT."

Duet and Chorus, "THE FISHES."

Duet, Violin and Piano, "BUT BEARS OF SCOTLAND."

Ballad and Chorus, "MAGGIE DICK."

Tri-o and Chorus, "TO ALL YOU LADIES NOW ON LAND."

Comic Song in Character, "MY BETTY'S NAMED THIS DAY."

PART II.

Duet and Chorus, "HOW SWEET 'O' THE WATER."

Ballad and Chorus, "SWEET EYE."

Duet, "SANTA LUCIA."

Comic Song in Character, "EVENING FOG."

Negro Melody, "NUPPIN' HURTS ME."

Do, "I'M THE NIG THAT'S ALWAYS LAUGHING."

God Save the Queen.

Admission, 30 Cts.

For the Army and Navy, 25.

And their Children under 15, Free; but no seats.

Concert to commence at 8.15 p.m.

Hongkong, November 21, 1877. no20

To-day's Advertisements.

BRITISH BARK *FIFTH OF MAY*, FROM SYDNEY.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Under-signed for countersignature, and to take immediate delivery of their Goods.

RUSSELL & Co., Agents.

Hongkong, November 21, 1877. no28

NOTICE.

BY Order of the Exma. Junta da Fazenda da Macao, it is hereby notified that a PUBLIC AUCTION will take place on the 24th day of November, 1877, of UNSERVICEABLE GUNMETAL (BRASS), under the following conditions:—

1. The Auction will be held before the Exma. Junta at his respective Hall at 12 o'clock Noon of the Day above-named.

2. All known Persons are entitled to bid without previous deposit as a guarantee, and all those unknown to prove their capacity to fulfil their engagements.

3. The Brass Guns are lying for inspection in the yard adjoining to the Almoxarifado da Fazenda Department.

4. The Brass Guns are divided in three lots, as follows:—

1st Lot.—3 Large Guns, Nos. 1, 2, and 3; Length—No. 1, 4m. 71; No. 2, 4m. 90; No. 3, 4m. 12; these three Guns weighing 17,118 kilograms, or 285 piculs and 30 catties.

2nd Lot.—4 Guns, Nos. 4, 5, 6, and 7; Length—3m. 59, 3m. 59, 3m. 55, and 2m. 73; these 4 Guns together weighing 12,180 kilograms, or 203 piculs.

3rd Lot.—13 Small Guns, being 4 of caliber 1, 1 of caliber 2, 4 of caliber 3, 3 of caliber 4, and 1 of caliber 5; weighing altogether 1,312 kilograms, or 87 piculs and 78 catties.

5. The Upset Price of the 1st and 2nd Lots to be \$17 per picul. The highest bidder over the Upset Price to be the Purchaser, who is bound to have the Guns out on the spot where they are now lying into pieces convenient for weighing. The cutting to be done by any means convenient to the Purchaser, blasting excepted, under the supervision of a Government employe.

6. The Purchaser of the 1st and 2nd Lots must, upon fall of the hammer, deposit \$500 as bargain money for each lot.

7. The Purchaser must take delivery of his lot within two months from the date of the Auction.

8. The Purchaser of the 1st and 2nd Lots may take immediate delivery of any portion out off from his lot upon paying the value of the out portion into the Treasury. The deposit money stipulated for in the article No. 6 to be deducted from the final payment upon the last delivery.

9. In case of non-performance of article No. 7 the deposit money to be forfeited, and the sale to be considered null and void for any portion not taken delivery of within the time named.

10. The Purchaser of the 1st and 2nd Lots may take delivery of the Guns unbroken at his option, but will have to provide a scale to weigh them, or else agree to accept the weight above given, which is the result of a mathematical calculation.

11. The Upset Price of the Third Lot is to be \$18 per picul. The highest bidder over the Upset Price to be the Purchaser.

12. The Purchaser of the 3rd Lot has to deposit the sum of \$200 as bargain money. Delivery of the Guns to be taken unbroken within fifteen days from the Auction. Payment to be made in cash on delivery. Should delivery not be taken within the stipulated time the Sale to be considered null and void, and the deposit money to be forfeited.

Secretaria da Junta da Fazenda da Macao, 12th November, 1877.

O Secretario, no24 J. C. PAES D'ASSUMPCAO.

SHIPPING.

ARRIVALS.

Nov. 21, *Amoy*, British steamer, 864, Dromas, Shanghai Nov. 18, General—Stimson & Co.Nov. 21, *Tyde*, from Canton.Nov. 21, *Belgia*, British steamer, 1716, Lewis Meyer, San Francisco Oct. 23, and Yokohama Nov. 18, Mails and General.—O. & S. S. Co.Nov. 21, *Union*, Spanish brig, 245, J. M. Koberstere, Iloilo Nov. 2, General—REMEDIOS & Co.Nov. 21, *Venus*, Portuguese barque, 402, J. Ribeiro, Macao Nov. 18, General—REMEDIOS & Co.Nov. 21, *Albatros*, British barque, 389, Trull, Chetoo Nov. 13, General—ORDRE.Nov. 21, *Morro Castle*, American barque, 404, Jewell, Swatow Nov. 20, Ballast—ORDRE.Nov. 21, *Irene*, German schooner, 300, Ouen, Newchwang Nov. 14, Peas—P. & O. S. N. Co.

DEPARTURES.

Nov. 21, *Thibet*, for Shanghai.21, *Candidata*, for Cebu.21, *Pearl*, for Swatow and Amoy.21, *Mactan*, for Manila.21, *Assam*, for Whampoa.21, *Amoy*, for Canton.

CLEARED.

Cebu, for Keelung.

Germantown, for Malabour.

Conquest, for Batavia.

Madagascar, for Swatow.

Fuyui, for Shanghai.

Taiwan, for Amoy and Tamsui.

Nanang, for Coast Port.

Aberdeen, for Yokohama.

Prism, for London, &c.

PASSENGERS.

ARRIVED.

Per *Amoy*, from Shanghai, Mr. Malven, and 180 Chinese.Per *Belgia*, from San Francisco, Mr. J. Gratton Cass, and 448 Chinese.

DEPARTED.

Per *Thibet*, for Shanghai, Messrs. Ewing, Carralho, W. K. Hughes, A. Lind, and Miss Nathan.Per *Mactan*, for Manila, 8 Europeans.

To DEPART.

Per *Amoy*, from Shanghai, for South-

ampton, Mrs. E. P. Hagus, infant and amah; for Venice, Mr. Rowley Miller; for Singapore, Mr. R. Boggi; from Yokohama: for Venice, Mr. and Mrs. Dillinger; for Southampton, Mr. G. Osborne; for Singapore, 6 Malays; from Hongkong: for Galle, Rev. Mr. and Mrs. Stevenson; for Venice, Messrs. Oliver, J. P. Barnes and J. M. Heilmann; for Southampton, Messrs. Weir and B. Young; for Singapore, Mr. E. Foster, a.n., and Mr. Von-Weekherlin; for Suez, Mr. and Mrs. Leot; for Bombay, Mr. J. Whyte; for Penang, 1 Chinese.

Per *Prism*, for London, Mr. Macandrew; for Straits, about 120 Chinese.Per *Union*, for Amoy, &c., 1 European, and 30 Chinese.Per *Fuyui*, for Shanghai, 120 Chinese.Per *Nanang*, for Coast Port, 5 Europeans, and 200 Chinese.Per *Pearl*, for Swatow, &c., 110 Chinese.

SHIPPING REPORTS.

The British steamer *Amoy* reports: Strong N.E. winds and fine weather throughout the passage.The German schooner *Irene* reports: Fine weather throughout.The American barque *Morro Castle* reports: Fine weather and fresh N.E. winds throughout.The British steamer *Belgia*, 1716 tons, Captain Lewis Meyer, sailed San Francisco Oct. 28rd, at noon; with 9 saloon and 454 steerage passengers, \$214,315 treasure, and 1,100 tons cargo. Oct. 27th in Lat. 33° N. and Long. 142° W., Wong Yon, steerage passenger died of consumption; Nov. 13th off Yokohama, Buck Tin steerage passenger died of consumption. Arrived in Yokohama Nov. 13th at 5 p.m. and sailed on the 15th at 7 a.m. Nov. 19th in Lat. 33° N. Long. 124° E. Wong Yit steerage passenger died of general debility; East of Van Diemen Straits spoke British brig V.N.B.M., *Mait Marian*, of Falmouth; voyage to Yokohama good weather with variable winds; to Hongkong strong N.E. monsoons East of Van Diemen Straits. Arrived at Hongkong Nov. 21st at 8 a.m.

CARGO.

Per *Zambesi*, for London, 26,201 boxes, 192 half-chests and 6 pigs. Tea, 1,700 bales Raw Silk, 30 bales Waste Silk, 18 cases Fungus, 17 cases Silk Piece Goods, and 879 pigs. Sundries. For Continent, 1,996 bales Raw Silk, 120 bales Cocoon, 19 bales Waste Silk, 28 cases Silk Piece Goods, 284 cases Silk Worm Eggs, and 18 pigs. Sundries. For America, 844 boxes, 1,947 half-chests and 170 pigs. Tea.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For YOKOHAMA.

Per *SUNDA*, at 9.30 a.m., on Thursday, the 22nd inst.

For SHANGHAI.

Per *FUYEE*, at 0.30 p.m. To-morrow, the 22nd inst.

For SAIGON.

Per *CASSANDEA*, at 5 p.m., on Friday, the 23rd inst., instead of as previously notified.

For YOKOHAMA & SAN FRANCISCO.

Per *CHINA*, at 3.30 p.m., on Saturday, the 24th inst., instead of as previously notified. Registration closes at 5 p.m. Supplementary Mail on board till departure.

MAILS BY THE ENGLISH PACKET.—

The English Contract Packet *ZAMBESI* will be despatched with the Mails for Europe, &c., on THURSDAY, the 22nd Instant.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 21st Instant.—

5 a.m., Money Order Office closes.

6 p.m., Post Office closes except the Nigger Box, which remains open all night.

Thursday, 22nd Instant.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with Late Fee of 18 cents extra to Postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only addressed to the United Kingdom via Brindisi, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 a.m., when the Mail is finally closed.

Hongkong, November 18, 1877. no22

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *ANADYR* will be despatched from HONGKONG on THURSDAY, the 29th Instant, with Mails to and through the United Kingdom and Europe, via Mauritius; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Reunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to India by this Packet.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 28th Instant.—

5 p.m., Money Order Office closes. Post Office closes except the Nigger Box, which remains open all night.

Thursday, 29th Instant.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only except those to and through Australia may be posted on payment to a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

Hongkong, November 18, 1877. no26

General Memoranda.

Friday, November 23:—

Noon.—Sale of Morton's Oilman's Store, &c., at Messrs Lane, Crawford's Sale Rooms, Praya.

Saturday, November 24:—

4 p.m.—American Mail leaves for Yokohama and San Francisco.

5 p.m.—Emeralds leaves for Amoy.

5.15 p.m.—Repetition Juvenile Concert at the Temperance Hall, Stanley St.

Sale of Unserviceable Gun Metal at Masso.

MEMOR. FOR TO-MORROW.

Shipping.

Daylight.—*Nanang* leaves for Coast Port.

Noon.—English Mail leaves for Ports of Call and Europe.

Goods per *Pei-Ho* undelivered after Noon, subject to rent and landing charges.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FOREIGN PATENT MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.45 p.m.

BIRTH.

At Shanghai, 16th November, the Wife of D. O. JAMES, of a Daughter.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, NOV. 21, 1877.

THERE is one point in the Governor's Budget speech which has yet to be noticed, before the departure of the English mail, viz., his first public utterances on the interpretatorial staff, and concerning the services of the Board of Examiners.

His Excellency has adopted the conclusion, arrived at many years ago by us, and mentioned about once a month in these columns ever since, that the interpretation in this Colony is disgracefully bad.

He has also, with that shrewdness which is apparent in all his public acts, discovered that the cadet system has not succeeded in furnishing the Colony with a single interpreter; though he has apparently failed to recognise the important fact that the "highly able and intelligent" cadets are now occupying official posts, the duties of which are certainly better performed from the knowledge of Chinese thus acquired than their otherwise could have been. It is our most earnest desire, however, to "deal tenderly" with Mr. Pope Hennessy on this and every other question. He has come to this Colony with everything to learn, and has endeavoured to pass a Colonial Examination here in six months on a host of subjects which would take any ordinary man three years to master. With an earnest desire to accomplish everything, he has by working too hard succeeded in miring up his subjects; and the result is that, while giving expression to fairly sound views on the present condition of interpretation, he has got into a hopeless muddle on the question of the Board of Examiners, its objects and its results.

Lord Carnarvon, he tells us, has been requested to consult Dr. Legge (than whose authority none could possibly be sounder), "as to what really ought to be done to establish a practical system of interpretation in this Colony." But what follows? "You are aware that a number of gentlemen kindly volunteered to form a Board of Chinese Examiners; but, not through any fault of its own, this Board has not prepared a solitary interpreter." If words mean anything, the conclusions from these sentences must be—that the disregard and neglect of the Board of Examiners by Mr. Hennessy is here fully explained, and that His Excellency has failed utterly to comprehend, or has ignored, the specific purpose for which this Board was called into existence. We have previously drawn attention to the fact that the Governor had taken no notice whatever of the Board, although it comprises the most competent authorities on Chinese studies in the Colony, and have expressed our surprise that outsiders of indifference had been selected to do the work which naturally and properly came within the sphere of the Board of Examiners. The position taken up by His Excellency was so remarkable that the self-respect of the members of the Board seemed to us impaired by their not at once sending in their resignation; and what is the explanation of all this? Simply that Mr. Hennessy has completely misconceived the very aim and object of this useful body. The Board of Examiners was never intended to produce a single interpreter; and when the Governor lays great stress upon the fact that young gentlemen cannot find time to become Chinese scholars while at the same time performing their official duties—as if every one who has learnt Chinese does not thoroughly well know it—he merely provokes a smile. The object of the Board was, not to produce Chinese scholars, and ruin the health of those concerned, but to furnish a check upon Government servants who drew money allowances for studying Chinese in their leisure hours, and to see that the money was not wasted. Half-yearly examinations were instituted, and those students who failed to show any progress whatsoever were ordered to have been called upon to refund the amounts drawn. That Sir Arthur Kennedy's object in establishing the Board has been most satisfactorily carried out may be seen by

the statistics given by Dr. Eitel in No. 1, Vol. 6, of the *China Review*:—

Apart from the six Student-Interpreters, who are now Heads of Departments, there are at present many students of Chinese, who subjected themselves to the periodical examinations of the Board of Examiners. They are distributed among the different Government departments as follows:—Colonial Secretary's Department 1; Surveyor General's Department 1; Registrar General's Department 1; Supreme Court, Judge's clerk 1; Attorney General's clerk 1; Magistrate's Court 3; Police Department 3; Foreign Police Constables 23; Educational Department 4; Medical Department 1; making together with the 6 Heads of Departments above mentioned, a total of 45 Government officers, every one of whom speaks Chinese to some extent, one half also reading Chinese with more or less facility, but nearly all of them are now well qualified to check the interpretation carried on by native interpreters in their respective offices. This is certainly very satisfactory, provided the system of encouraging Chinese studies among the Civil Officers and supervising their studies through a competent Board of Examination is not allowed to fall into desuetude.

To produce interpreters, then, it may now be admitted, was not part of the original plan; and how His Excellency can say that this part of the educational scheme of his distinguished predecessor is a failure in the face of the fact that no less than forty-five Government servants have been encouraged to accomplish so much, is more than we can comprehend. The mere fact alone that twenty-three foreign constables

with the Constable to Yow-mah-tee at 1 o'clock and saw Inspector Cameron and told all he knew.

Inspector Cameron said the prisoner had mangled him, and had taken him to a wrong house, and then ran away; he had been arrested afterwards.

Mr Russell committed them for trial.

KIDNAPPING.

Un A-toi, a married woman residing at First Street, was charged with kidnapping a little boy aged 2 years, the grandson of Wong Fook, a widow living in Second Street. The case was remanded.

GAMBLING.

Cheung A-sing, a shopkeeper, was charged with conducting a gambling house, and further with assaulting one Law A-hang, a plain clothes constable. The constable stated that he had been sent to a house in First Street by the superintendent of Police, who gave him a dollar to gamble; he lost all the dollar, and when he was leaving the house the people discovered him to be a constable, and beat him. There were four men in the house, and defendant conducted the game. Li A-cheung, a coolie, said he accompanied the constable to the house in First Street, where they gambled, and the defendant managed the game, and witness lost 10 cash; the constable asked for the change, he lost 200 cash, and then one of the men took hold of his coat, and felt his staff. The men in the house then beat both him and the constable. The constable, recalled, said he lost the whole of the dollar; there were four men in the house; no (correcting himself), there were six. Mr Russell severely reprimanded the constable, and said that it was lucky for him the Superintendent sent him to the house, or it might have been unpleasant for him. He ordered the prisoner to be discharged.

SUPREME COURT.

IN ORIGINAL JURISDICTION.
(Before the Full Court.)
November 21, 1877.

THE "HELMON" CASE.—WRIT OF HABEAS CORPUS AND WRIT OF CERTIORARI.
Regina v. Samuel Clarke and others.

Mr Russell, instructed by Mr Denny, appeared for all the seamen, and the Attorney General, the Hon. G. Phillips, instructed by the Crown Solicitor, appeared to support the Magistrate's decision.

The argument in this case was continued to-day. (The Attorney General continued his argument, which was brief, observing that he did not purpose going very fully into the merits of the case, and the decision in the case of *Ex parte King* had virtually settled the point of *habeas corpus* and *certiorari*. Finally their Lordships reserved their judgment.)

IN SUMMARY JURISDICTION.
(Before His Honour Mr Justice Snowdon.)
November 21st, 1877.

Capt. Ashburn v. Hang Yik \$700.—Mr Johnson appeared for the plaintiff, and Mr Brereton for the defendant.

This was a claim on an agreement. It appeared that on the 12th July last the plaintiff, the master of the British barque *Evening Star*, entered into a charter party with the defendant, a merchant in this Colony. The charter was to go to a place called Lach-kouen in Tonquin. There was some doubt as to the place, and was consequently marked on the chart. When Capt. Ashburn got there, the Chinese supercargo found it was not the place he wanted to go to, Yee On being the place he wanted to go to. He asked Capt. Ashburn to go there, who consented to do so if the supercargo signed an agreement for \$700 more. They were doubtful of the place, and as there was a spot marked Huen in the chart about 70 miles S.E. of Lach-kouen, it was thought to be the foreign name for Yee On. They went there and the supercargo asked the Captain to lend him a boat to go ashore, and a boat with three of a crew was lent him. He did not come back at all nor did the boat, so that after staying there for seven days, the Captain on account of the threatening state of the weather, was discharged by order of the defendant's agent. Seven days after arrival, the supercargo and crew turned up, having come overland. He at once took charge of the ship and loaded her for Hongkong, arriving here on the 19th October. All the charter money due was paid except the \$700, and \$100 which the plaintiff claimed as the value of the boat which the supercargo never returned. After negotiations, the defendant paid a sum for the boat, leaving the \$700 now due.

Mr Charles Ashburn was examined.—I have been Captain of the British barque *Evening Star* for four years. I entered into a charter party with defendant last July. I proceeded to the port of Lach-kouen from Hongkong in pursuance of the charter. I had never been there. Before the charter was entered into, I saw two places in the chart one called Lach-kouen, and another called Lach-koum. The charterer consulted his friends before signing the charter-party. Finally he concluded that Lach-kouen was the place, and placed a pencil mark on the spot in the chart. I left on the 17th July; the supercargo was on board. The supercargo afterwards told me to go to a place called Yee On, but it is not on the map; there is a place marked Lach-kouen, and he thought this was the place he wanted to go to. I told him to make the place out on the chart, and he did so. I measured the distance and found it exactly 70 miles distant S.E. of the place we had contracted to go to. I drew up an agreement requiring \$700 more as freight. This was signed by the supercargo and myself in the presence of witnesses. I then went to the place where Yee On was supposed to be, reaching there on the morning of the 15th August. The supercargo said this was not the place, but it was exactly 70 miles S.E. of Lach-kouen, and was the place marked by the supercargo. The supercargo asked me to lend him a boat to land. I did so, and he went ashore with his interpreter and three of the crew—Malays. He said he would come back in two hours. I stood near the shore for two days, when a calm came on, and I was afraid of drifting on to the rocks, so I anchored in 17 fathoms for several days. Altogether I stopped 7 days, after which the barometer indicated a typhoon, so I got under weigh and proceeded to Haiphong, where I handed the supercargo's box to Wing Fat Cheong, the charterer's agent there. We discharged the cargo and loaded again for Hongkong. While there

the supercargo and party returned to Haiphong overland. He then gave orders for the loading of the ship for Hongkong. We arrived here on the 19th October, when I sent in a claim for \$100 for the boat. The defendant offered \$75, and I accepted it. All the charter money was paid except the \$700.

By Mr Brereton.—I do not know that there is any treaty between Great Britain and the Government of Tonquin as to trade ports in Tonquin. The Chinese broker who effected the charter mentioned often to me the name of Yee On, but he did not show me where it was. He only mentioned it in conversation as I would of New York or Boston. My first voyage to Tonquin was to Haiphong. There is no jetty there to land cargo; discharge of cargo must be done by boat. The supercargo must be a little English and signs in Chinese, but his interpreter spoke English fluently and wrote it well. The lay days were 40. After arrival here and discharge of cargo, there were several lay days. I did spare, but not so much as 15 days. I did not know where Yee On was. I know a place called Huen, but the place given in the charter-party was Lach-kouen, and I fulfilled my charter. Very few Chinamen knew where Yee On was, and I failed to get the information at Haiphong. I have been paid all the charter money except the \$700.

Re-examined.—The place Lach-kouen was marked on the chart by Hang Yik himself. I bought the latest map and brought it to the charterer who marked the place. There is a place called Lach-kouen close to Haiphong. The charterer told me that this was not the place. After the charter was signed, I offered to let the place to Lach-kouen if he thought he had made a mistake, and he said he had not. He was quite certain of Lach-kouen.

By the Court.—When the supercargo came back at Haiphong, he told me that he could not land for two days, having been blown out by a typhoon, but this was nonsense, as there was no wind during the time I was there. He said he landed on the mainland at last, but that his party was seized by the Annamese mandarins, and was not liberated until he had signed a note for \$900.

Mr Justice Snowdon was examined.—I am Chief mate of the *Evening Star*, have been so for six months. We have made two voyages to Haiphong. We left here on the 17th July for a place in Cochinchina called Lach-kouen, arriving there on the 14th August. The supercargo said this was not the place, and marked a place on the chart called Huen and told us to go there. The Captain wanted \$700 more for going there and an agreement was entered into. We went there, and found two islands. The supercargo landed in a boat, but never returned. On the 7th day, not seeing the supercargo return, we went to Haiphong, where the supercargo afterwards joined us, having come overland.

Mr Brereton then opened the case for the defence. He said the actual agreement was that the place contracted to go to was Yee On; it was very well known to the Chinamen, only they could not read it on the map, not understanding the foreign name for it. The defendant's contention was that the plaintiff did not go to Yee On at all, the two islands he subsequently went to were not Yee On. The broker who effected the charter had spoken to the Captain about Yee On distinctly that it was the place wanted to be visited. The name Yee On was not on the chart and the defendant thought that Lach-kouen was the place; so thought the broker and the Captain. As the Chinese do not study geography, the defendant was entirely in the hands of the Captain, who it was natural to think knew where the place was. Mr Brereton did not say that the Captain misled the defendant wilfully, but he was over-sanguine, and came to the conclusion that Lach-kouen was the place wanted. He contended therefore that the mistake was mutual, and that it was not within the scope of the supercargo's duty to make the arrangement. If he had the power to do so, Mr Brereton would contend that the plaintiff had not carried out this contract, as he was only to get the \$700 on his final voyage, and he had not done so.

The Court pointed out that a place was marked on the map by the supercargo. Mr Brereton said that if the agreement was meant to be in that sense, it would have been mentioned that the Captain should go to the place marked as Yee On, but it only stipulated that he should go to Yee On, if it could be found, and until then he would not be entitled to the \$700. He submitted that the Captain should not charge for this trip, as there were lay days to spare and there was no additional expense incurred by going where he did, and there was no consideration.

Fong Fa, a Chinese ship-broker, was examined.—I effected the charter in question. I was told by Hang Yik to charter a ship for Yee On. I made enquiries but could not find the place. Three days before the charter was signed, I asked the Captain if he knew the place, he said he did, having seen the chart at Wiles & Co.'s. He said at first \$3800, then he came down to \$3300 and I closed with him. I told him Yee On was the place we wanted to go to. He mentioned Lach-kouen to me and I thought this was the English name for the place.

By Mr Johnson.—When I asked Capt. Ashburn how he spelled the word, he said only "Yee" and something else, but that he would go to Mr Wiles's office to see the chart.

Lee Sun Chee was examined.—I am a dealer in medicines and sundries. I trade between here and Yee On in Annam. I came back from there a few months ago. I have been living there more than 14 years. It is a large province with a Governor, and other officials. It is situated about 2 or 3 days' sail from Haiphong. I had been from Haiphong to Yee On overland; the journey took 8 or 7 days. Yee On is a large city. Chinese junk trade thence. It is a place well known to Chinese junks.

By Mr Johnson.—I came back via Haiphong. When I went to Yee On, I went in a Chinese junk from Macao.

Lai Yung, clerk at the Hang Yik Hong, was called. He proved there were 15 lay days to spare.

Low Yow Sam, the interpreter, was called. The ship went to a place called Ha Ting, and when his party landed, the Annamese authorities took them into custody. Ha Ting was near to Yee On, where the supercargo had a shop. They wrote a letter to this shop, and the master came and got them released on security.

Mr Brereton submitted that even if the vessel had gone to Yee On, it was for work

done within the time of the charter; it was done within a time for which the defendant had already paid. The Captain had not, moreover, found Yee On, and consequently not performed his contract. He also urged that the supercargo had no power to enter into the contract.

Mr Johnson replied and dwelt on the point of this not being a service within service, that if the Captain had not gone to look for Yee On, he would have been back here 16 days earlier. Mr Johnson quoted a case on the power of a supercargo. Judgment reserved.

CHINA.

SHANGHAI.
(Continued.)
The sale of the S.S. *Huayuen* late (Calabar), took place this afternoon (Nov. 16th) in a very small attendance. The bidding commenced at Tia 10,000, by the O.M.S. N. Co.; Mr. Grant advanced to Tia 12,000, which seemed the limit he intended to go for; though after Captain Bolton bid another Tia 1,000 for the Company; the Auctioneer waited a long time, and exhausted all his well-known eloquence and ingenuity in the endeavour to draw another "bode," but all was in vain, and it fell to the China Merchants at Tia 13,000.

(News.)

The work of demolishing the Woosung Railway goes slowly, but persistently on; and this week the destroyers have been engaged in taking up the track itself—rails, sleepers, and all—a portion of the native workmen show themselves sufficiently apt in the performance of which the native workmen *Pioneer* and *Observer* Empire, driven by the natives who obtained their knowledge of the levers while acting as stokers to the European engine-drivers, are employed in hauling. The native drivers seem quite at ease in their art, so far as the skill is at present called into requisition—as were also the native permanent-way men, signal men, and watchmen, in their affording further proof that, had Railways been permitted to continue and extend in China, but little difficulty would have been experienced in filling the ranks of all departments of the required employees with trustworthy natives. The engines *Viceroy* and *Flowery Land* have been taken to pieces; the task of dismantling the former, however, proving too tough a one for the "blacksmiths" at first employed, in consequence of the bolts being made on a principle unknown to them. They, therefore, gave up the job, and the services of some workmen from the Arsenal were obtained. These proved equally at fault, and ultimately the foreman employed by the late Company's agents had to be called in to direct the work; and so prevent injury to the mechanism.—That the railway and plant will be sent wholesale to Formosa, there is now no doubt; but it is still uncertain in what part of the island it will be set up.—What will become of the road itself, is at present unknown; but in a few weeks' effort all that now remains of the "first railway" introduced into China, the bridges being perhaps retained for the accommodation of wheelbarrows.

PEKING.

Nov. 9th.
The new telescope of the College was temporarily erected yesterday in one of the courts of the College, by Mr Harrington, the Professor of Astronomy. It is the largest and finest instrument in China. The presence of the new moon with Venus and Jupiter not far off, and Mars and Saturn in close contact, makes it interesting at the present moment. The College seems prospering. The large examination hall has been enlarged, and new chemical glass rooms and laboratory have been built, and other changes, improvements and enlargements are in contemplation. An observatory is the greatest desideratum at present.

It is generally believed that Sir T. Wade will arrive out here in the Spring. Yet, a large collection of his Chinese books has just returned, at least not so soon, perhaps.

Small-pox is again pretty prevalent. At the monthly Chinese meeting of the Peking Christian Association, on the 10th, reports and reports on the formation of an Anti-Opium Society were read from Canton and Canton, and discussed. The further discussion of the subject was postponed till next week, when another meeting is to be convened, and in the meantime a committee of their members will meet and draw out suggestions.

Opium-shops are much fewer than formerly; where 70 or 80 existed in one of our long streets, not more now, than 10 are to be found. Many of the officials and others addicted to the habit are most anxious to get cured, and many have been scared from the pipe and opium-shop for fear of arrestment. The Government seems more in earnest on this point than at any time since 1839.

JAPAN.

YOKOHAMA.
(Continued.)
The cholera epidemic seems to have bid Yokohama and its neighbourhood farewell for this season. The total number of deaths among Japanese, reported officially in the town and the vicinity, were something less than six hundred between the 6th September and the 8th October.

ARRIVAL OF THE AMERICAN MAIL.

The O. & O. S. *Belgia*, which arrived here this morning, brings San Francisco dates to the 23rd October. The telegrams we cut from the San Francisco journals furnish particulars of European affairs to the date of the steamer's departure. They describe the defeats of the Turkish forces in Asia, which have resulted in the re-investment and capture of Kars.

London, Oct. 17.—According to a Russian official bulletin, Munkhtar Pasha was decisively defeated on Monday, and the Turkish army utterly destroyed as a fighting body. On Sunday the Russian division turned Munkhtar Pasha's right, and on Monday General Heymann, with 10,000 infantry, carried Olga-Tope, the key of the Turkish position, by assault, cutting the Turkish army in two. The centre and left wing under Munkhtar Pasha himself, retreated upon Kars, pursued by General Heymann and harassed on the flank by General Lahoroff, but succeeded in gaining the cover of the fortifications after a fearful rout, during which the Turks lost a great number in killed and wounded, several thousand prisoners and four guns. These

divisions, constituting the Turkish right, had in the meantime been surrounded and attacked and driven from their fortified camp with great loss. Finally, at 8 o'clock Monday night, the remnant of this portion of Munkhtar's army surrendered with 30,000 guns and a great quantity of munitions. Among the persons captured are Munkhtar Pasha, his son, and his seven brothers. Russian losses are stated to be relatively slight.

New York, October 17th.—St. Petersburg dispatches state that there have been serious plots at Saratov, Polish Russia, and that one hundred and forty persons were killed and wounded.

London, Oct. 18.—A correspondent from Tiflis has just inspected the Russian route of communication from Gurgur to Simnitsa, the whole distance is almost impassable. The mud varies from two to four feet in depth, and wagons, with arms, munitions and provisions are hopelessly stuck.

London, Oct. 18.—A despatch from Tiflis says it is estimated that the Russian army in the battle of Monday last are 32 battalions of Turk, 4 brigades of artillery, 100 officers and 2000 horses. Among the killed are a son of the Cossack Chief, a Cossack, and a Turkish General of Cavalry, Loustau Pasha. The Russians estimated the total loss at 16,000 men, together with great stores of munitions and provisions.

London, Oct. 20.—A Simnitsa despatch says: Rain is falling heavily with every appearance of long continuance. The roads are all but impassable. There was never anything like it.

At Baladava forty Turkish soldiers deserted from Osman Pasha's camp to-day, and declare that there was no little food in Plevna that the men only got a pound of bread in 24 hours. There were 130,000 men in Plevna who could only be made to surrender by hunger.

Forin, Oct. 19.—The Czar, addressing the General Staff on Wednesday, declared that he and all the members of the Imperial family would remain with the army, to share in the labor and fortunes of the war, and witness the deeds of the soldiers. His conclusion: "I myself will care for the wants of the army, and if necessary, all Russia will, as one man, take up arms."

St. Petersburg, Oct. 20.—The foot and horse artillery of the reserve will be placed on a footing.

St. Petersburg, Oct. 17.—General Heymann is advancing on Erzeroum, Kars is surrounded and negotiations for its surrender have been opened. The Russian headquarters are now at Verdikof, General Lahoroff is marching against Ismail Pasha.

London, Oct. 20.—The Russian promptness in besieging Kars indicates that they have hopes of achieving such other early successes in Asia Minor as must vastly improve Russia's position in any negotiations for peace during the coming winter. The key to Armenia is again apparently within the grasp of the Czar's forces, who a few months ago, after their victory at Kars, were near the field recently won, were turned back from a triumphant march to Erzeroum only by a Cossack insurrection in their rear. That danger being no longer present, the Armenian campaign bids fair to finally result in the complete overthrow of the Turks, and to give their foe a hold upon the territory from which diplomacy will not easily dislodge him.

London, Oct. 20.—Osman Pasha telegraphs that the enemy attacked his position on the right wing on Friday. The attacking party, only one battalion and some light troops, were repulsed. This was probably a faint to draw Osman's attention from Gravitza, as the Bucharest semi-official paper, the *Romanian*, announces that the Roumanians have heroically attacked the second Gravitza redoubt, but were repulsed. Details are wanting.

London, Oct. 21.—A Russian official despatch from Gorny Studen reports that in one of their assaults on Friday the Roumanians entered and occupied the second Gravitza redoubt before Plevna, but during the evening the redoubt was recaptured by the Turks.

A telegram dated Forin, Saturday, says the Roumanians captured the redoubt on Friday after three vigorous assaults, but during the night the Turks collected all their forces, recaptured it after a most sanguinary contest. It was expected that fighting would continue on Saturday.

It is said that the Turks had mined the redoubt and, waiting until it was full of Roumanians, exploded it, and then made an assault. It is thought that fighting is still going on.

Constantinople, Oct. 21.—Suleiman Pasha telegraphs that the Russians have incorporated 18,000 Bulgarians into their army, and that he expects to be attacked. He has entrenched himself so as to cover Rastchuk.

Aarif Pasha, the new Turkish Ambassador to Paris, is instructed to state, immediately on his arrival, terms on which Turkey would make peace, if the Powers wish to mediate.

In consequence of Munkhtar Pasha's disaster, all the troops in Constantinople are being sent hastily to Trebizond, Aghmet Khan Pasha will go immediately to take command at Erzeroum.

Suleiman Pasha is about to send Colonel Valentin Baker and other English officers back to Constantinople.

London, Oct. 22.—A Russian official despatch, detailing Friday's attack on the second Gravitza redoubt, says: At the first second Gravitza redoubt, the Roumanians were repulsed before they gained the redoubt. At the second, the three foremost battalions leaped into the trenches, and vainly endeavored to carry the redoubt. They remained one hour in the trenches, which gave rise to a premature report of the capture of the redoubt. The Roumanians then withdrew, with a loss of two officers and two hundred men killed, and twenty officers and several hundred men wounded.

London, Oct. 23.—A correspondent from Simnitsa telegraphs that the Russians have made contracts for the construction of a series of railways in Bulgaria. Work will commence on October 27th. The main line will run from Simnitsa to Gorny Studen, with branches from there to Danubius and Tinnova. The passage of the Danubius will be by ferry boats, on the American plan, carrying several railway carriages each.

Eighteen thousand men and fifty cannon were captured by the Russians in their recent victory over Munkhtar Pasha.

Turkish reports, that a portion of their army was holding out in a fortified position on Aladja Dagh, are unfounded.

The Russian loss in carrying Aladja Dagh is officially reported at 1,441 killed and wounded. The losses on the other parts of the battlefield are not stated.

Osman Pasha is constructing new interior lines of formidable defense.

Casualties in Plevna are 790.

Provisions have never failed, but fodder cannot be provided for oxen and horses. Osman has ordered all Cossack irregulars, Bulgarians and non-combatant Mahomedans, out of the place.

Six thousand provisions carts are on the road to Plevna.

Russians are making daring reconnaissances as far as Silistria.

Belgrade, Oct. 11.—Russia has undertaken to pay Serbia 1,000,000 roubles monthly from the time the Serbian army is sent to the frontier.

London, Oct. 11.—Cold, rain and lack of winter clothing are causing great mortality in the Russo-Roumanian army. The number of deaths in the last 20 days are: Of the army, before Plevna, 5000; of the Czarovich's army, 4800; in Dobruzhka, 3000; and at Tinnova and Shipka, 2000. The Russians in Bulgaria, including reinforcements, number only 250,000 combatants.

London, Oct. 13.—The *Times*' summary of the strength of the Russian army of the Danube is: that only 200,000 men crossed the Danube, of which 60,000 have been disposed of by battle or disease. Of the Imperial Guard, only 60,000 will reach the front fit for service, so that the reinforced army will again amount to 200,000. This includes the Roumanians, but not the Dobruzhka column of 30,000. The writer estimates Osman Pasha's army, as reinforced, at 100,000, and Suleiman has about the same; so the combatants have equal forces.

MISCELLANEOUS.

London, Oct. 22.—An explosion has occurred in a colliery at High Blantyre, near Glasgow.

Glasgow, Oct. 22, 2 p.m.—The special train sent to bring the injured by the colliery explosion to the Glasgow Infirmary has returned. No one has been got out alive. Twenty dead bodies have been recovered. It is feared the entire four hundred in the colliery when the explosion occurred perished. Intense excitement prevails. Exploring parties are endeavoring to get at the miners, but have little hope of rescuing any. The bottom of the pit is said to be full of dead bodies.

Glasgow, Oct. 22.—Evening.—Latest particulars from High Blantyre show 233 killed. Many workmen descended into the mines this morning. None of those, excepting those who were on the shaft at the time, who was working near the shaft, were rescued. There is very little hope of rescuing the men. The exploring party had to relinquish their efforts in one pit at four in the afternoon because of poisonous gases at the bottom of the shaft of the other pit, the colliery company, with communication between them. A faint knocking has been heard, but so far it has been impossible to reach the bottom of the shaft. The explorers have resumed operations at the first pit. They report forty corpses lying at the foot of the shaft.

The shaft, at the bottom of which the knocking is heard, is rapidly collapsing. The explorers are consequently attempting to reopen communication from the other mine. They have penetrated about half a mile, but have still 50 fathoms to clear, so that they cannot possibly reach the men who are supposed to be imprisoned there this morning. It is feared that by that time few if any will remain alive.

London, Oct. 19.—The steamer *Kragton Hall*, of this port, has been sunk at sea by a collision, and twelve lives lost.

London, Oct. 20.—The *Times* says: As the German Government refuses to sell silver at the existing rates, supplies are very small. Notwithstanding the limited amount offering there has been a moderate business doing and the market appears firm. The last quotation was 55d.

The Shah of Persia intends visiting London and Paris next spring.

Washington, Oct. 19th.—Following is the text of the bill introduced by Senator Ingalls authorizing the coining of standard silver dollars and restoring its legal tender character:

"Be it enacted, etc., that there shall be from time to time, coined at the Mints of the United States, silver dollars of 412½ grains standard silver to a dollar, as provided for in the Act of January 18, 1877, and that said dollar shall be a legal tender for all debts, public and private, except where payment of gold coin is required by law."

New Haven, Conn., Oct. 15.—This evening the steamer *John Middleton*, sixteen days from Glasgow, reached this port, having come for a load of ammunition for the Turkish government. The steamer *J. B. Walker* lies at the entrance of the harbor, awaiting orders. She is fully loaded with 2150 tons of ammunition, etc., the cargo being valued at nearly \$2,000,000.

The *China* sailed on the 11th for Yokohama and Hongkong, taking a comparative light cargo. The Merchandise shipments include 4820 barrels of Flour and 840 sacks of Quicksilver. The total value of Merchandise is \$122,174, and of Treasure \$755,553. The *Treasure* list is as follows:

Hongkong—
Trade Dollars.....\$204,594
Mexican Dollars.....135,514
Silver Bars.....412,800
Gold Dust.....1,800
Gold Coin.....4,645

Total.....\$706,555
The Hongkong and Shanghai Bank shipped \$412,500 in fine Silver, \$2,800 Mexican Dollars, and 38,400 Trades. The *China* also carried 475 passengers, including 445 Chinese.

COMMERCIAL.

During the first half of the closing fortnight the call for Bengal Opium has been rather languid, whilst during the latter half of the interval there has been a perfect lull in the market. In the absence of transactions the rate for Patna has experienced a material decline, and the advice despatched from the other end of the arch, earlier with a very full supply of the drug, has aided the native dealers in adhering to their tactics for a fall in the rate of it, which has so far dropped to 680.

In Benares the business has been less restricted, and with a fair demand for it at the Coast ports, the rate for the drug has been less materially affected. It is quoted to-day at 690.

The receipts for the month, so far, are 8,207 chests, against 2,798 chests to the corresponding date last year. During the fortnight some 300 chests have been taken by the local consumers, against 650 chests at the corresponding fortnight last year. This with the exportations leaves a stock computed at 1,165 chests, against 1,780 chests same time last year. Of this last quantity 450 chests were Benares, of which

kind the present stock comprises 850 chests.

Messrs HARKMAN & Co.'s Freight Circular, for the Month of Thursday, 22nd November, says—

Business in the Freight market has been dull and inactive during the past fortnight, and rates homeward have a downward tendency. Coastwise, there is no change from the depression existing so long.

Homeward, only a small business is reported. From this port there is some demand for tonnage, but at rates too low to induce Captains to accept at present though improvement can hardly be expected in face of the amount of tonnage here and on the way. For the Philippines there is some inquiry, but at lower freights than quoted in last Circular.

Coastwise, hardly anything is doing on the market for either steamers or sailing vessels.

The British ship *Harbinger*, 1,503 tons, leaves for Adelaide, and the British bark *Elmston*, 698 tons, for Manila, under orders from home. The German ship *Gustav* and *Maria*, 354 tons, has been laid on the berth for Haiphong. The Portuguese bark *Venus*, 395 tons, loaded in Macao for Gon on owner's account.

The disengaged tonnage in port amounts to 33 vessels, registering 23,408 tons. The following are the settlements:—American barque Thomas A. Goddard, 682, hence to New York, private.

German barque F. H. Drewes, 628, Manila to Channel for orders to discharge at a Port in the United Kingdom or on the Continent, private.

British ship *The Murray*, 903, Cebu to London or Liverpool, private.

British ship *Abercrombie*, 1,087, One Port in Japan to Channel for orders to discharge at a Port in the United Kingdom or on the Continent, private.

British barque *Strathmore*, 500, hence to Callao, 21,250 in full, 30 lay days.

German barque *Quadrado*, 455, hence to Duedind (N.Z.), 21,050 in full, 30 lay days.

British barque *Kanton*, 687, Bangkok to Hongkong, inside the Bar 25 cents per picul, outside the Bar 20 cents per picul, 35 lay days; if from Banlam with Salt, 17 cents per picul, 35 lay days.

British barque *Palatine*, 698, hence to Bangkok, \$430 in full.

British barque *Presto*, 384, Keelung to Shanghai, \$2 per ton of 20 cwt., 12 lay days.

British barque *Cuba*, 320, Keelung to Hongkong, (2 trips), \$1.95 per ton of 20 cwt., 18 lay days.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,
Also,
Bombay, Madras, Calcutta, and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
ZAMBESI, Captain SYMONS, will leave
this on THURSDAY, the 22nd November,
at Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, November 18, 1877. no22

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CHINA
will be despatched for San Francisco,
Yokohama, on SATURDAY, the 24th
Instant, 1877, at 4 P.M., taking Passengers,
and Freight, for Japan, the United States,
and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Offices of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

A REDUCTION OF TWENTY PER
CENT on regular rates is granted to
OFFICERS OF THE ARMY AND NAVY,
AND MEMBERS OF THE CIVIL AND
CONSULAR SERVICES IN COMMISS-
SION.

Freight will be received on board until
4 p.m., 23rd Instant. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 5, Praya Central.

HONGKONG, November 21, 1877. no24

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S.S. "BELGIC" will be de-
spatched for San Francisco via Yoko-
hama, on THURSDAY, the 6th December,
at 8 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 5, Praya Central.

HONGKONG, November 9, 1877. de8

Intimations.

AH YON,
SHIP'S COMPANION AND
STEVEDORE,
No. 57, Praya West,
attending SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & GILMAN'S
STORES.

Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

OFFICE OF THE SHANGHAI STEAM
NAVIGATION COMPANY,
IN LIQUIDATION.

A SECOND RETURN of CAPITAL at
the Rate of FIVE TAELS per
SHARE will be made to Shareholders of
record on the 1st October, Payable at the
Office of the Liquidators, on the 8th Inst.

Warrants will be delivered by the Under-
signed to Shareholders or their lawful
representatives on presentation of Share
Certificates for Endorsement.

The Transfer BOOKS of the Company
will be CLOSED from the 2nd to the 8th
Instant, inclusive.

By Order,
RUSSELL & Co.,
Liquidators.

Shanghai, October 2, 1877.

Intimations.

IN THE GOODS OF
JAMES SMITH FERRIES,
Deceased.

NOTICE is hereby given that All Cre-
ditors and other Persons, having any
CLAIMS or DEMANDS upon or against
the Estate of JAMES SMITH FERRIES,
late Master of the S. S. "ZELLANDIA,"
who died at Sea on Board the said Vessel,
on the 8th day of February 1877, and
whose Will was duly proved, and Letters
of Administration, with the Will annexed,
of whose personal Estate were duly granted
to JOHN FAIRBAIRN, of No. 27 Queen's
Road, in the Colony of Hongkong, by the
Supreme Court of Hongkong, in its Pro-
bate Jurisdiction, on the 23rd day of Sep-
tember 1877, are hereby required to send
in writing the particulars of their Claims
or Demands to the said JOHN FAIRBAIRN
at his address aforesaid, or to the Under-
signed WILLIAM HENRY BRERETON, the
Solicitor of the said JOHN FAIRBAIRN, at
the Office of the said WILLIAM HENRY
BRERETON, 29 Queen's Road, Hongkong,
on or before the 15th day of January, 1878.

And notice is hereby given that at the
expiration of the last-mentioned day, the
said JOHN FAIRBAIRN will proceed to dis-
tribute the Assets of the said JAMES
SMITH FERRIES amongst the parties
entitled thereto, having regard to the
Claims of which the said JOHN FAIRBAIRN
has then had notice; and that the said
JOHN FAIRBAIRN will not be liable for the
Assets or any part thereof, so distributed,
to any person of whose Claim the said
JOHN FAIRBAIRN has not had notice at the
time of the distribution.

Dated this 3rd day of October, 1877.

WM. H. BRERETON,
Solicitor for the said JOHN FAIRBAIRN.

ja16

IN THE GOODS OF
PROSPER EDOUARD HENRI
DERODE.—Deceased.

NOTICE is hereby given that all CRE-
DITORS and other Persons having
any CLAIMS or DEMANDS upon or against
the Estate of PROSPER EDOUARD
HENRI DERODE, late of Lille, France,
who died at Cannes, France, on the 10th
day of December, 1869, and Letters of Ad-
ministration of whose personal Estate were
duly granted to ANDRE DAMMANN, of
Canton in the Empire of China, Merchant,
by the Supreme Court of Hongkong in its
Probate Jurisdiction on the 28th day of
October, 1877, are hereby required to send
in writing the particulars of their CLAIMS
or DEMANDS to the said ANDRE DAMMANN
at his address aforesaid, or to the Under-
signed WILLIAM HENRY BRERETON, the
Solicitor of the said ANDRE DAMMANN,
at the Office of the said WILLIAM HENRY
BRERETON, 29 Queen's Road, Hongkong,
on or before the 1st day of February, 1878.

And notice is hereby given that at the ex-
piration of the last-mentioned day the said
ANDRE DAMMANN will proceed to distribute
the Assets of the said PROSPER EDOUARD
HENRI DERODE amongst the parties
entitled thereto, having regard to the claims
of which the said ANDRE DAMMANN has
then had notice; and that the said ANDRE
DAMMANN will not be liable for the Assets,
or any part thereof, so distributed, to any
person of whose claim the said ANDRE
DAMMANN has not had notice at the time
of the distribution.

Dated this 31st day of October, 1877.

WM. H. BRERETON,
Solicitor of the said Andre Dammann.

de3

KWONG HING CHEUNG & Co.,
COAL MERCHANTS,
Have always on hand for Sale every
description of COAL at Moderate Prices.
Mr. ANTON has been appointed Manager,
and all Orders addressed to him at 57,
Praya, or to Mr. FAT JACK, at 30, Hing
Lung Street, will receive immediate atten-
tion.

Hongkong, March 19, 1877. mo19

INSURANCES.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of
China and Japan, and at Singapore,
Batavia, and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHRIN,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Underigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Matchboxes, on Goods on Board
Vessels, and on Halls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Insurance will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

QUEEN FIRE INSURANCE
COMPANY.

THE Underigned are prepared to grant
Policies against FIRE to the extent of
£45,000 on Buildings, or on Goods stored
therein, at present local rates, subject to a
Discount of 20% on the Premium.

NOBTON & Co.,
Agents.

Hongkong, January 1, 1874.

Insurances.

YANGTZE INSURANCE ASSO-
CIATION.

CAPITAL—Fully Paid-up.....Tls. 420,000
FUNDAMENTAL RESERVE.....230,000
SPECIAL RESERVE FUND.....75,000
Total Capital and Reserves.....Tls. 725,000

Directors:
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq., O. KEENE, Esq.,
M. P. EVANS, Esq., O. LUGAS, Esq.

Secretaries:
Messrs. RUSSELL & Co., Shanghai.
Messrs. BARRING BROTHERS & Co.

Agencies in:
HONGKONG, LONDON, SAN FRANCISCO, and
the Principal Ports in the East.

POLICIES granted on Marine Risks to
all parts of the World, at current
rates.

Subject to a charge of 12 1/2% for interest
on Shareholders' Capital, ALL THE PROFITS
OF THE UNDERWRITING BUSINESS will be
annually distributed among all Contribu-
tors of Business in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.

Hongkong, October 1, 1877.

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYMPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £3,000,000.

THE Underigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Underigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.

Policies at current rates payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Underigned have been appointed
Agents for the above Company at
Hongkong, Canton, Pootow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1868.

SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors:
KWOK ACHONG, Merchant.
PANG YU, Merchant.

HO BAN, of Hop Yik Chan, Merchant.
LOO YAN, of the Yee On Hong, Merchant.
LEE BING, of Lai Hing Firm, Merchant.
CHONG KEE YONG, Merchant.
CHOW CHAI, Merchant.

Manager—HO ANEIL.

POLICIES against FIRE granted on
Buildings and on Goods stored
therein at CURRENT RATES, subject to
Discount of 20% on the Premium.

OFFICE, 44, Bankman Street.

Hongkong, August 22, 1877.

Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the
Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Flag	Tons	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Amoy	Brit.	814	Nov. 21	Stemmen & Co.	Canton	To-day
Belgic	Brit.	1716	Nov. 21	O. & S. S. Co.	Yama & San F. deo	6th inst. Laid up
Bombay	Brit.	740	Oct. 24	P. & O. S. N. Co.	2 Kwok Achong	
Cassandra	Ger.	98	Oct. 12	Wm. Pustau & Co.	Saloon	
Charlton	Ger.	987	Nov. 14	Hop Lee & Co.	Cooktown, &c.	Sands' Slip
Cheong Hock Kian	Brit.	787	Oct. 31	Man Hing	Amoy	
China	Amer.	985	Nov. 18	M. S. S. Co.	Yama & S. F. deo	Canton Dock
Conquest	Brit.	316	Nov. 18	Kwong Lee Yuen & Co.	Hollow & Halphong	at daylight
Danubo	Brit.	790	Nov. 18	Woon Fat Hong	Bangkok	
Fame	Brit.	117	Nov. 21	E. K. & W. P. Co.	Tug Plyng	
Fuyew	Brit.	920	Nov. 21	M. S. S. Co.	Shanghai	To-morrow
Maetan	Span.	371	Nov. 18	J. Y. V. Shaw	Maolan	To-day
Madagascar	Ger.	1036	Nov. 19	Stemmen & Co.	Swatow & Shanghai	To-day
Maritima	Span.	859	Oct. 18	Remedios & Co.	South Pacific Islands	at daylight
Namoa	Brit.	862	Nov. 17	Douglas Laprak & Co.	Swatow and Amoy	To-day
Pacific	Ger.	69	Nov. 8	Hernandez & Co.		
Panay	Span.	500	Oct. 30	Remedios & Co.		
Pearl	Brit.	705	Nov. 19	Man Hing		
Penedo	Brit.	662	Nov. 12	Melchers & Co.		
Pernambuco	Brit.	648	Nov. 14	Wm. Pustau & Co.		
Prism	Brit.	1562	Nov. 20	Butterfield & Swire		
Sea Gull	Brit.	48	Sept. 19	Insurance Company		
Sunda	Brit.	1029	Nov. 20	P. & O. S. N. Co.		
Young	Brit.	408	Nov. 18	Douglas Laprak & Co.		
W. Cores de Vries	Brit.	384	June 4	G. Molbain		
Zambesi	Brit.	1540	Nov. 19	P. & O. S. N. Co.		

Sailing Vessels			To-morrow				
Abercrombie	Brit.	sh.	1087	Oct. 12	Adamson, Bell & Co.		
Abiel Abbot	Amer. S. S.	590	Sept. 24	Russell & Co.	New York		
Alphington	Brit.	bge.	326	Sept. 6	Wieler & Co.	For Sale	
Angelo	Brit.	bge.	881	Nov. 14	Carlowitz & Co.	Honolulu	
Ansens	Dan.	bg.	265	Nov. 20	Edward Schellhass & Co.	Halong	
Augusto	Brit.	bge.	669	Nov. 21	Carlowitz & Co.		
Blanca Fortia	Ital.	bge.	666	Nov. 16	Thos. Howard & Co.		
Bonita	Ger. S. M. Co.	341	Nov. 7	Edward Schellhass & Co.			
Broomhall	Brit.	sh.	1379	Oct. 26	Russell & Co.		
C. R. Bishop	Ger.	bge.	800	Nov. 17	Order		
Carl	Ger.	bge.	215	Nov. 14	Arnhold, Karberg & Co.		
Charles Moursau	Brit.	bge.	862	Nov. 14	Landstein & Co.		
Charter Oak	Amer.	bge.	985	Oct. 24	Vogel, Hagedorn & Co.	Honolulu	
Chasca	Amer.	bge.	428	Oct. 24	Arnhold, Karberg & Co.	San Francisco	
Cilurum	Brit.	sh.	1884	Sept. 25	Vogel, Hagedorn & Co.	New York	
Clara	Brit.	sh.	938	Nov. 7	Arnhold, Karberg & Co.		
Colorado	Amer.	sh.	1075	Oct. 15	Vogel, Hagedorn & Co.		
Coquette	Ger.	bge.	288	Nov. 7	Edward Schellhass & Co.		
Corsican	Amer. sch.	150	Sept. 25	Insurance Co.			
Cresswell	Brit.	bge.	464	Oct. 30	Chinese		
Cuba	Brit.	bg.	330	Nov. 8	Meyer & Co.		
Doris Brodersen	Dan.	bg.	647	Nov. 18	Melchers & Co.	Keelung	
Elizabeth Nicholson	Brit.	sh.	904	Oct. 24	Russell & Co.	Cleared	
Elise	Amer.	bg.	312	Nov. 9	Order		
Empress	Brit.	bge.	286	Oct. 28	Rosario & Co.	Melbourne & Sydney	
Evening Star	Brit.	bge.	371	Oct. 19	Borneo Company, Limited	K'long Dock	
F. H. Drewes	Ger.	bge.	638	Nov. 11	Chinese		
Fabius	Siam.	sh.	638	Oct. 28	Kin-tye-long		
Faith	Brit.	bge.	481	Nov. 18	Chinese		
Birth of Tey	Brit.	bge.	825	Nov. 18	Russell & Co.		
Formosa	Ger. S. M. Co.	282	Nov. 19	Melchers & Co.			
Garmouth	Brit. S. M. Co.	199	Oct. 6	Meyer & Co.	Melbourne		
Glenale	Brit.	bge.	872	Nov. 16	Landstein & Co.	Cleared	
Glory	Siam.	bge.	650	Nov. 14	Tak Mee		
Golden Sunset	Brit.	bge.	408	Nov. 19	Naval Yard		
Gravel & Marie	Amer.	sh.	1876	Aug. 19	Russell & Co.		
Harriet N. Carleton	Amer.	sh.	354	Nov. 8	Wieler & Co.	Halong	
Hellion	Amer.	bge.	872	Oct. 16	Russell & Co.	Honolulu	
Horus	Amer.	sh.	1200	Oct. 18	Melchers & Co.		
Isles of the South	Brit.	sh.	1127	Nov. 7	P. & O. S. N. Co.		
Jacatra	Brit.	sh.	820	July 5	Vogel, Hagedorn & Co.	New York	
Jacatra	Dut.	bg.	310	Oct. 25	Stemssen & Co.	P. & O. Wharf	
Jacqueline	Ger.	bge.	417	Nov. 20	Stemssen & Co.		
Johanne	Ger.	bge.	528	Oct. 3	Wm. Fustau & Co.		
Kate Carnie	Brit.	bge.	549	Oct. 20	Melchers & Co.		
Louisa	Ger. S. M. Co.	245	Nov. 14	Edward Schellhass & Co.			
Lucky	Siam.	bge.	423	Oct. 21	Tak Mee		
Mangerton	Brit.	bge.	380	Sept. 19	Adamson, Bell & Co.		
Marie	Ger.	bge.	465	Sept. 25	Rosario & Co.	Dunedin (N. Z.)	
Mennon	Amer.	sh.	849	Oct. 18	Meyer & Co.		
Mikado	Ger.	bge.	330	Nov. 12	Melchers & Co.		
Onida	Brit.	sh.	2304	Oct. 20	Meyer & Co.	London	
Orion	Brit.	bge.	881	Nov. 20	Arnhold, Karberg & Co.		
Capillon	Foh.	bge.	458	Nov. 11	Carlowitz & Co.		
Yaklo	Brit.	bge.	250	Nov. 14	Arnhold, Karberg & Co.		
Phillip Fitzpatrick	Amer.	bge.	552	Oct. 18	Vogel, Hagedorn & Co.	Sand's Slip	
Cicilia	Ger.	bge.	239	Oct. 2	Stemssen & Co.		
Prince of Sepphi	Siam.	bge.	445	Oct. 12	Carlowitz & Co.		
Rhuddan Castle	Brit.	bge.	599	Oct. 20	Wm. Fustau & Co.		
Rosa Bortoluzzi	Ger.	bge.	395	Nov. 9	Wm. Fustau & Co.		
Samos	Amer. sch.	210	Nov. 9	Captain			
Des Belle	Brit. S. M. Co.	210	Nov. 9	Carlowitz & Co.			
St. Idene	Foh.	bge.	388	Nov. 8	Carlowitz & Co.		
Strathmore	Brit.	bge.	500	Oct. 22	Douglas Lapsack & Co.	Callao	
Sunata	Amer. sh.	1090	Sept. 5	Russell & Co.			
Sydenham	Brit.	sh.	1068	July 11	Vogel, Hagedorn & Co.	London	
Thomas A. Goddard	Amer. bge.	682	Oct. 23	Russell & Co.	New York		
Three Brothers	Brit.	bge.	367	Oct. 21	Chinese		
Yaklo	Brit. sch.	219	Nov. 9	Wieler & Co.	Halong	To-day	
Account McDuff	Brit. S. M. Co.	289	Nov. 11	Hing Sing Tye			